

The National *Falcon* News



Dave Molnar
Ancaster, Ontario, Canada
1965 Falcon Convertible

The Monthly Magazine of The Falcon Club of America
February 2013

Monthly Photo Contest Winner

February 2013

COVER: DAVID MOLNAR

Dave Molnar's Falcon is famous! See Part Two of The Crazy Canadian on page 4.

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.

EDITOR'S NOTE

This February issue closed early due to Editor's travel in December. Some classified ads received after December 4 will not appear until March issue and some sold items may be repeated due to the shorter deadline. Final deadline for classified ads is one month before publication (Jan. 1 for February issue) but it is always a good idea to submit your ads earlier rather than later. Often the classified section is basically complete by the first of the month.

Editor appreciates your cooperation and apologizes for any inconvenience.

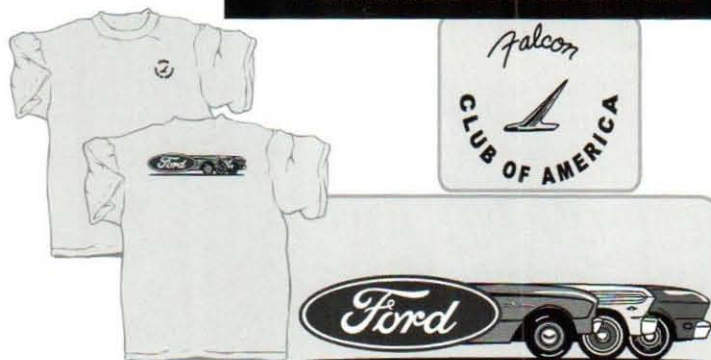
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FCA THREE FENDER TEE



Ash short sleeved T with black and yellow FCA logo on left chest and three fender design on back in magenta, navy, yellow, cyan, white and black. \$19 S-XL, \$22 for 2XL-3XL

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The Falcon Club Store thanks you for your support!



3



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Sam Austin

ANOTHER LOOK
AT FCA NATIONALS



Everybody has a different perspective on things and that is a good thing for Falcon Club of America members. I am pleased to report that we have added Sam as Field Photographer, along with Rainer Hantschel, longtime Senior Correspondent. Rainer's view of the proceedings will appear next month. We also welcome Scot Thayer, Field Reporter, who interviewed and photographed several featured Falcons during the meet. The first of his stories will appear next month.

This month we are featuring the perspective of Sam Austin of Missoula, Montana. Sam has covered the convention since 2010. Maybe it's because he has a young daughter that he always gets the best coverage of the valve cover races. Enjoy!

—12

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CRAZY CANADIAN

Or The Fine Line Between Determination and Insanity

By David Molnar

PART TWO



SEE PART ONE
IN JANUARY 2013 ISSUE

After checking into the Fern Valley hotel, having dinner, drinks and meeting a few more great FCA members we retired for the night and around mid morning on Wednesday—after checking out some of the cars and early vendors at the convention—I called Mark at Wyoming Automotive to see what they were up against. Good news for a change: the compression in seven of the eight cylinders had been shown to be 140 pounds—this engine still has the original pistons and rings in it after almost fifty years—and #5 cylinder, the one that Mike had trouble with, showed 130 pounds of compression. Not bad, all things considered.

Mark said that he has seen worse and in his opinion the problem was not a bent valve; he would not have gotten a 130 pound reading if it was, but probably some carbon—hopefully not part of the engine—was stuck in the valve seat and his team of mechanics had no trouble replacing the valve spring on that cylinder. In fact, they had the left head done and would continue with the right bank immediately after lunch; the car would be ready at 3:00pm.

I was back in Cincinnati at the appointed time, the car was indeed ready to roll—and was running very well—and I had paid my bill, thanked Mark and his mechanics for their help and was on my way back to Louisville by 4:00pm—I also called the car rental agency and advised them that they could pick up their car at Mark's shop. They did not quibble. I noticed the difference in the engine immediately; it had "awakened" after the valve spring transplants. In not much

more than one and a half hours I was back at our host hotel in Louisville. Do the time/distance calculation on your own to determine my average speed from Cincinnati to Louisville and enjoying the convention.

How or when the incorrect valve springs found their way into my engine will remain a mystery for now because the fellow who freshened the heads for me during the resto of my car has since passed on. It is my understanding that valve springs are not usually replaced in stock heads being rebuilt for street use because they so rarely fail during normal use. On that basis it is possible that the incorrect springs may have already been in the heads when I acquired the car and my head guy simply reused them without checking for correct height, or it's possible that, if my head guy did replace the springs, then he may have been sent incorrect ones by his parts supplier (forgive me, Dave C).

During the remaining few days, I cleaned the car up after the lengthy trip, removing an incredible number of bugs and various other obstacles and enjoyed the convention tremendously. I thought that the event was well run and very enjoyable and educational. As it turns out, the story of my adventure had spread among the attendees during the week and it seemed that few people did not know of my ordeal. They must have taken pity on me because they selected our car as best in its class—Daily Driver—and although the car has won several awards in the past it was an unexpected and particularly satisfying experience for me to have the members of the

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CLASSIFIED ADVERTISING

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com Ads must be received by the first of the month for the following month's issue. The FCA reserves the right to refuse advertising from any person or business.

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Please Note! If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above.

EDITOR EMAIL: fca.editor@yahoo.com

FALCONS FOR SALE

1967 four door sedan. Original 200 CID engine, automatic transmission. Daily driver, needs restoration. 135,000 original miles, many spare parts. All for \$1800. Ted Palenski, 414-282-8288. WI.



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. 6 cylinder 200 engine, automatic transmission. Factory a/c. 126,000 original miles. Same owner for 40 yrs. Stored indoors for past 10 years. Perfect condition, drive anywhere. \$9500 OBO. John, 954-467-8371, marlene@prosje.com. FL.

Free 1966 Falcon two door if you buy my 1973 Ford Maverick for \$3800. Maverick is in excellent condition, all original, 76,000 miles, 302/Auto/PS. Was going to rebuild the 1966 with rear end, drive train, chassis, etc. FCA member 02996 since 1983, Charles Garcia, 801-425-2464 or 73Maverick@comcast.net. Layton, UT.

1966 Falcon Futura four door. Six cyl., auto, air. 36,897 actual miles. Car is in very good shape. Asking \$3000 OBO. Mike Coughlin, 850-381-4424 or falconman85@gmail.com. Email for pics. TX.

1966 Ford Falcon sport coupe. Selling parts. Contact Frank, 561-436-0174 or frankperdomo67@yahoo.com. FL.

1965 Falcon Sprint. two door hardtop. V8 auto. New white paint. Black interior. Power steering. No rust. Excellent condition. \$14,000 OBO. George, 860-930-2232 CT.



1965 FORD Falcon Futura two door sedan. Original 200 C. I. 6 cyl. and three speed automatic transmission. New black interior paint. New door rubber, window tracks, front and rear glass rubber. New headliner, door panels, seats and carpet. Air Shocks, Black on Black, No bondo or rust-STRAIGHT! Ray, 208-683-3273. ID.

1965 Falcon Futura Convertible Resto-Mod, new condition. Complete documentation of build, including pictures, receipts, technical specifications, etc. Please see detail specifications and pictures at the FalconParts.com web site (click on view Falcons for sale). \$29,500, Renee and Gary Darsey. E-mail 65cobra@cableone.net. MS.

1965 Falcon Futura. Two door hard-top. 289 engine. Four barrel carburetor. Four speed toploader with Hurst shifter. Red exterior. Black interior. Bucket seats. Custom wheels. Aluminum radiator and shroud. Super paint and chrome. Stunning detail under the hood. Immaculate condition. Attention grabber. Call for the many exceptional details. \$29,000 OBO. Bob Miscovich, 724-433-0589. PA.

1964 Falcon four door wagon. All original except paint. Rust free, interior in very good condition. Exterior in excellent condition, original glass all around. Paint in good condition but not original colors. \$2750. Call 413-519-1172 or laurastevens@kw.com. MA.

1964 Falcon convertible. Six, automatic transmission. Nice condition. Wimbledon white with black top. Ran-

goon Red interior with bucket seats. Factory crated engine installed. \$9000 OBO. Gary Whitman, 610-982-5626 or shawhitman@yahoo.com. PA.

1964 Falcon Window Van. Rolling chassis set up for 302 V-8 and AOD transmission. Rebuilt Ford 9 inch rear end installed. Minor rust in front of rear wheel wells. Some small dents. Underside sandblasted and clean. Interior package and outside chrome package included. Many spare parts as well. asking \$3000. OBO. Lloyd Marshment 519-542-3684 or gear_head@cogeco.ca Ontario, Canada.



1964 Sports Futra Convertible only \$6995.!! Great running driver, top works perfectly; repaired inner rockers and torque boxes. 200 CID six, C-4 automatic (non-green dot), 3.25 Maverick 8" four lug axel, converted to an alternator. 1964 Trim included. Has

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CLASSIFIED ADS

—Continued from page 7

faded paint and original interior. Clean title, owned by me since 1988, needs to go to a good Falcon home. Detailed pictures upon request. Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO.

1963½ Falcon Futura fastback, .80% done. New floors, trunk floor, new gas tank, trunk is finished. Interior dash is painted, new knobs, switches, Grant steering wheel, new front seats and door panels in grey roll and pleat. Floors have bedliner top and bottom. All glass is perfect except windshield which has one crack. Doors open and shut like new, exterior trim and bumpers in good shape, most of body rust is fixed except for rear quarters on the bottom. Has 8" rear end with five lugs. Front suspension has been removed and new inner fender panels installed. Have everything for Mustang II suspension except cross member and spindles. Four GT rims with good tires. Has a 302 that was running with about 70,000 miles on it with headers and a three speed toploader that comes with it. \$3500. Don Odell, 704-616-7395. SC.



1963 Falcon two door sedan deluxe. 144 CID engine runs very well. Three speed standard transmission, 3.10 rear axle. Car was completely restored in the mid 1980s and was used for car shows and FCA nationals since then. Viking Blue with blue on blue interior. Paint and body are good, no rust. Trim, bumpers, glass and interior are excellent. \$5500 e-mail for pics and

PRESIDENT'S MESSAGE: CLIFF MCKAY

Here we are in the heart of winter for most of us. Hopefully we'll still be able to get out and about to see our chapter friends for some kind of fellowship... and of course food. I figure by now probably 90% or more of us have put away our Falcons for the winter. Most of us work on major projects or new projects during these months too. As I mentioned before it seems at least in my home chapter if you feed us we will come. So many of our chapters do winter garage meets or even chapter projects for some of our folks who may not be able to do something major on their own. I think this is one of the nicest things we as a club can do for someone, whether a member or not. If your chapter does a special project it always makes a great story for our magazine, so if you can take good pictures and write a little story about it to share, send it to Wendy.

This is also a good time to start thinking about prepping your ride for a run to a Regional or National meet this year! Maybe making a list of things to take? Maybe making a list of things to do or see on the way? Or even a wish list of things to look for from our vendors or from Falcon friends in the swap area? As a chapter maybe start finding out who will be wanting to go and if cruising together would work for your individual

schedules? Migrating as a flock can be a fun way to go, especially if the cars have two-way radios.

Our FCA Club Store ads recently were updated as the store was able to obtain another batch of the three fender T-shirts that everyone liked so well this year. Also if you have ideas for things you might like to see in the store this year in Tulsa please let them know and they will take a look at it.

Speaking of the Nationals, I highly recommend early registration for the meet and early reservations being made with the hotel. Both of these things help the chapters hosting these events with funding for event reservations and clout with the event hotel management. If you have not yet, please check out the 2013 Nationals website, take a look at what Tulsa area has to offer and offer suggestions!

Remember not only to take kids to car shows this year, but also help any of them when you can if they get into a Falcon of their own.

Take care. Have a safe winter and fun working on those projects as weather permits!

—Cliff McKay (FCA #7987)
Wichita, Kansas


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CRAZY CANADIAN

—Continued from page 4



FCA recognise our efforts at a national meet in the company of so many beautiful Falcons.

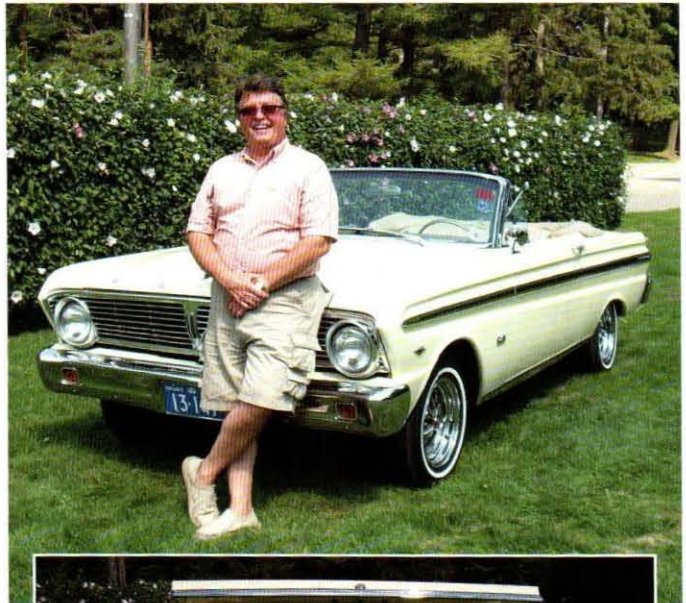
I was very appreciative of their gesture although I would have enjoyed the convention immensely regardless. My wife, Donna, for whom I originally built the car, but who can no longer drive, was very proud as well. Needless to say, a vehicle driven as much as ours requires a lot of time and attention to maintain in good condition but I am looking forward to working even harder on it to improve it further and to place it in it another class at the next event.

My story effectively ends here because on the return leg of our trip our car performed flawlessly, which, despite my previous ramblings, is actually the norm.

However, that is not to say that our group was without adventure on our way home. Remember those fuel pumps I mentioned that Bob bought at Green Sales? Well, it turned out that they were an excellent investment because shortly after leaving a rest stop on our way home, he needed one of them. We replaced it while parked on the shoulder of the interstate and his car continued to run well until a hand brake cable support bracket broke later and we needed to stop again while Bob cut the dangling cable loose at a rest stop. We continued on our way without further incidents.

Joe's vehicle was ostensibly the least troublesome of the three in our caravan. He did develop a strange, intermittent problem with the car refusing to engage reverse at random, but he got it home alright and Joe is now seeking professional help—for the car, that is.

What a great organisation the Falcon Club of America is and what great people its members are. I may not have made it to the convention without their help—and that of the parts supplier and mechanics along the way—and I am eternally grateful for their help in overcoming the obstacles in my way and allowing me to enjoy the convention.



Commissioned by the producers of "The Beat Goes On," a theatre production saluting music of the '60s. My Falcon was used for promotional shots and posters in several newspapers, magazines and other media.

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CLASSIFIED ADS

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info. erik1463@yahoo.com. Erik Fuerst Appleton, 920-450-2777. WI.



1963 1/2 Falcon Ranchero Deluxe, orig V8 and four speed. Second owner, have had for 35 yrs. Excellent body and paint. October 2011 Cover of Falcon News. \$15,500 OBO. Ray Wilson, 310-897-9199 or rwiwillwireyou@netzero.net. CA.



1963 Falcon convertible. Six cylinder, four speed Dagenham transmission, bench seat, clean. Daily driver. New top, new exterior paint. Some floorboard rust, no body rust. Lots of new and spare parts. Had to stop restoration. \$5000. John Bess, 202-722-9057 or 202-480-0416 (cell) or jdbess@aol.com. DC.

1963 Futura two door H.T. Original 260 C.I.D. V-8, Automatic. Original white paint, body is solid in excellent condition. Excellent glass and red interior. Runs good, 98,821 miles. Asking \$10,000. 1963 Falcon two door sedan. Original 144 C.I.D. runs good. Three speed standard transmission, body is fair, white, good glass and red & white interior, 109,413 miles. Asking \$3500. Both cars garage kept. Rocky Comito,

502-955-9673 or rcomito@windstream.net. KY.

1963 Falcon Futura two door Sport Convertible, rebuilt original factory 260 V8, 34,000 on odometer, two speed Ford-a-Matic transmission. Winston tires, wire spoke hub caps with spinners. New brakes and wheel cylinders. Alternator, electronic ignition, power antenna. Two tone blue interior, Viking blue paint. White Convertible top, California Car. Original working AM radio. \$19,500.00 OBO, Jim Saltis, 951-323-3083 or saltisyoshi@roadrunner.com for pictures. CA.



1963 Falcon Sprint convertible. A good original four speed transmission car. Car is complete except for dash tach. Needs restoration, but has little rust. Car has been garaged for past 14 years. The 260 V8 runs good with approximately 48,000 original miles. \$8000 OBO. Jim Barnes, 302-893-3128. DE.

1963 Ford Falcon Futura Convertible. New black convertible top, six cylinder motor overhauled, four speed manual transmission, complete new factory pattern red interior, new tires, new Rangoon red exterior. Underside of body completely stripped and painted. \$12,000 or reasonable offers Call Dave Simley, 701-799-5608. ND.

1963 Falcon Futura two door sedan. 170 CID, two speed automatic. 93,000 original miles. Maroon with white top, black interior. New radiator, gas tank, brakes, tires, tune-up, engine gaskets, upper control arms. PA antique tags. Nice car, \$4500 OBO. David Frank, 717-838-0120.



1962 Falcon Wagon. 50,700 miles. Very nice driver. New tires, suspension and brakes rebuilt. Original black and white interior. White over turquoise. Featured in November 2011 FCA magazine. Class winner at 2010 Falcon Nationals. \$9500 OBO. Call Paul in Michigan at 423 754-6993 or paul@paulnolte.com. MI.



1962 Falcon two door wagon. Original 144 CID engine runs great. Three speed standard transmission. New water pump, carburetor, brakes including master cylinder. New exhaust. Fuel system recently overhauled. Excellent interior. Original paint. Minor rust on hood and quarter panels. This vehicle is kept garaged. \$4500. Can email photos. duford6@q.com. Stephen Duford, 503-932-1575. OR.



Have beautiful 1962 Falcon Ranchero. It has the 200 motor and standard transmission. It is a great little truck, never gives me any problems. Radio even works great. Want to buy a 1963 or 1964 hardtop. Looking for something with more room to take grand-

kids with. Asking \$10,000. OBO. Can email pictures. Bob Jacobson, 608-873-8937 or robertdjcbns@gmail.com. There is nothing to do to this vehicle but get in and drive and enjoy. WI.

1961 Falcon two door sedan. Standard transmission. Some rust on floor pan. Needs restoration. \$600.00. Call Eddie Griffin 580-772-0692 or griffin@cebridge.net. OK.



1960 Falcon Ranchero \$11,000. No rust! Six cylinder, 144 cid, 3 speed on column. Pearl white with red & black interior. Completely restored, ready to show. New Coker tires, brakes, electrical, exhaust, gas tank, radiator,

interior, 77000 miles. Corwin Johnson, 815-476-2959 or cjriver@comcast.net. IL.

Kellogg's Garage Cars For Sale: 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404 4 door, 289, auto, power steering, \$2495. 1965 Falcon 2 door sedan, 200, 3 speed, \$3995. 1965 Falcon 2 door sedan, 302, 3 speed, \$1995. 1964 Futura convertible 200/C-4, Maverick 8" rear; \$6995. 1963 Falcon 4 door, 170, 3 speed, air conditioning, \$1995. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon 4 door wagon, 170, 4 speed overdrive, \$3495. Detailed pictures on request. Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

FALCONS WANTED

1960 Falcon with VIN# beginning with "OF" which was built in Detroit. Any information you may have on these cars is appreciated. Please contact Merl Hayn, 574-952-6309 or shaynfamily@aol.com. IN.

Early 1962 two door bubble top Falcon for project car. Unrestored, any condition considered. Complete interior a plus. Please contact Keith at 303-312-8882 or email at mightyfalconracing@gmail.com. CO.

PARTS FOR SALE

1963 Falcon Sprint Conv. 8" Rear End, Complete From Drum To Drum, With The Parking Brake Cables Too, \$599. 1965 Grille, Fair Condition \$125. 1963 Falcon Hood Ornament, New Chrome \$259. N.O.S. Grilles 1963, 1964, 1965,

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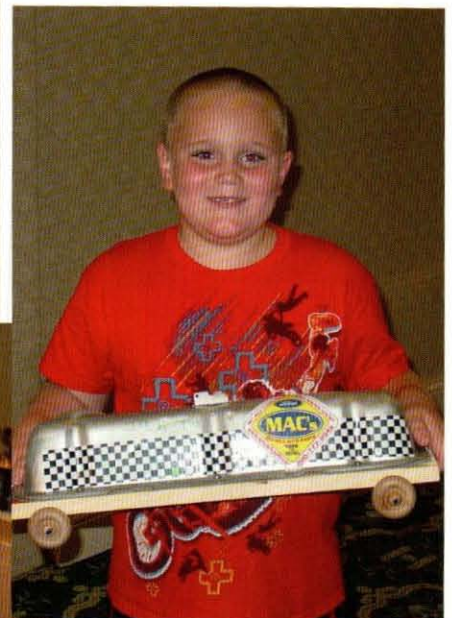
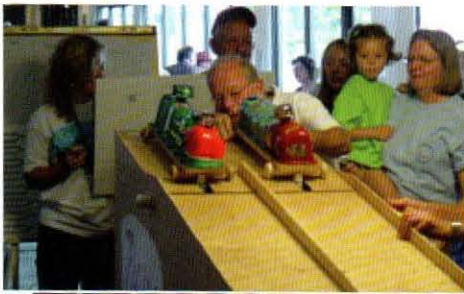
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MacsAutoParts.com/fn

Sam Austin

ANOTHER LOOK
AT FCA NATIONALS





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CLASSIFIED ADS

—Continued from page 11

\$259. N.O.S. Grilles 1963,1964,1965, And Head lamp Assy. Make Offer. 1963,1964,1965 N.O.S. Texaco 260, 289 HIPO Air Cleaner Element \$35. 1964,1965 Falcon/Comet Console Bracket (repro) \$85. 1964,1965 Falcon Ranchero Tailgate S.S. Trim \$85. 1963,1964,1965 Falcon/Comet Qtr. Post Seals \$25. 1963,1964,1965 Falcon/Comet Headlight Wire Grommets \$12. 1963,1964,1965 Falcon/Comet Sway Bar, Black Powder Coated \$125. 1963 Falcon Front Fender Spears \$199. 1963 Falcon/Comet 6 Cyl. Equalizer Bar With Rod \$85. 1965 Falcon Ranchero Deluxe Front Fender S.S. Trim 150. New Floor Pan For a 1963 Falcon/Comet, With Toe Boards, 300. More Falcon Parts available call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

1963 Falcon Foxcraft fender skirts in excellent condition. Painted white. Best offer. Don Heider, 732-557-0886



Conversion kit to SSPD transmission, Tremec 5TZ transmission with short shift tail housing, aftermarket shifter and cable driven speedometer, bell-housing for Ford 289 or 302, clutch arm with bearing, steel flywheel, 10½" diaphragm clutch, engine plate, pedal assembly, clutch release cable. All parts have 500 miles since new. \$1700. Ron Winkler, 775-356-7313. NV.

1965 fuel tank, very good condition, from Mustang but would fit 1964, '65 Falcon sedan or coupe. Rear fill. \$95 + shipping. Jeffrey Jurciukonis, 501-375-0840. AR.

Parts For Sale: re-chromed 1964-1965 front and rear bumpers \$360 each, exchange, plus shipping. I have a new

source for plating any year Falcon bumper. You can call/email with your needs. We also have a 30+ year collection of Falcon and Comet parts; what do you need? Call or email Lenny Kellogg @ Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO.

1963 Falcon convertible rear axle (6 3/4") with 3.50:1 gear set (6-cylinder with 4 wheel lugs). Includes new brake hardware, new brake shoes, new wheel cylinders, turned drums, new brake line and used parking brake cable included. Ready to bolt into your project car with no additional work required. Have detailed photos to email. \$200 or trade for 1963 Falcon parts or under dash air conditioning parts. Larry Bernhardt, 734-516-0722 or tsalary@aol.com. Axle is located in Northville, MI.

1960 Falcon grille NOS, \$375. Jerry Nichols 913-526-6343 or nick65bsa@yahoo.com. Kansas City.

1969 Ford Falcon four door parts. Rear glass window, glass for all four doors. Chrome pieces for the doors. NOS fuel sending unit. DODZ-9275-D. All must go. \$650 or OBO. Tom Koppa, 707-462-2853 or tomkoppa@gmail.com. CA. NOS parts: CODZ-3A130-A outer tie rod, \$35. CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

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Engine, 302 long block. NEW from Ford, \$2400. Don Pelton, 902-852-7067. TX.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357 636-228-4501 or dbranson@mail.win.org.

NOS Deluxe Falcon Wheelcovers, 1960 & '62, plus 1965 Futura 13." Still in the boxes; will send pictures upon request. \$200 per set. Also 1964 "dogdish" hubcaps, 3 NOS in boxes, 1 excellent used, \$125 for 4. Good used 1961, 1963, 1964 full wheelcovers, 13," \$60 per set. Many sets of 13" wire spinner wheelcovers, driver quality to NOS, please inquire for prices. We have a 30 year+ collection of Falcon parts; what else do you need? Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

PARTS WANTED

Wanted: Front bench seat for a 1963 Ford Falcon Futura Convertible. Sonny Collinet, 847-919-0430, WI.

1963 Falcon Delux 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. . Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

I need a good 1960-63 six cylinder rear end around the Houston area to avoid shipping. Can remove from car if necessary but would prefer not to. Contact Jim, 713-306 2843 or jimsclassics@yahoo.com. TX.

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INFORMATION WANTED

Wanted: I need engine compartment pictures of a 1964 Falcon Ranchero, V-8. I am restoring the vehicle to original. More than happy to pay for these. Jesse Riddle, 903-361-0500 or jrdael@aol.com. OK.

DID YOU KNOW?

Your Falcon can be featured on the renewal card FCA Members receive when it's time to renew. Send a digital photo (and \$100) to Denise Sword, fca.membership@yahoo.com or the Editor.

MISCELLANEOUS

I have two AMT 1:25" scale 1961 Falcon Ranchero models (#T240). These were sold around 1977. They both are unbuilt and complete with decals and instructions, but I do not have the boxes for them. They are \$20.00 each. For both the price will be \$35.00 + shipping. Vinny 718-792-1547 or hotcarsvc63@aol.com.

BOOK: THE FORD FALCON 1960-1963, second edition, by Phil Cottrill(FCA# 1102). Superb account of the devel-

opment and production of the early Falcon. 8 1/2 X 11 in., 152 pp., 121 photos, softbound,. Check or PayPal for \$25.00, free shipping to the 50 states. Phil Cottrill, P.O. Box 4, Mineral Wells, WV 26150. pcott@frontier.com. WV.

FOR SALE: Miscellaneous back issues of The National Falcon News. May or may not have specific issues. \$3. each. Contact Denise Sword, Corresponding Secretary at fca.membership@yahoo.com.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.



CRAZY CANADIAN

—Continued from page 9



On a sadder note, Wanda and Joe Stowe were among the first people I met at the convention. I joined them for breakfast on Wednesday morning and they were wonderful people. We spoke often during the next several days and I was saddened to learn of the passing of Wanda's brother while she and Joe were at the convention—that event forced them to leave the convention early. However, I was even more disturbed to later learn that Joe had passed away only a week or so after the convention. It must be very painful for Wanda to lose two close friends and relatives within such a short time span and our thoughts and prayers are with her.

Tulsa next year is not out of the question, even though it is considerably further for me/us to go—stay tuned.

Happy Falconry to all.

—Submitted by Dave Molnar
FCA #12008)
Ancaster, Ontario, Canada



Tech Tip: Brakes & Suspensions

FRONT WHEEL BEARINGS

Make the adjustment using "smart washers" not ones that use castellated nuts. Rotate the front wheel in the direction of forward travel and torque the adjusting nut to 17 to 20 ftlbs. Back the adjustment off a half turn and then re-torque the axle nut to 10 to 15 ft. lbs. while rotating the wheel. Then slip the "smart washer" over the nut, lining up the slots in the "smart washer" with the hole in the axle by rotating the "smart washer" and not moving the axle nut and install a cotter pin. If you've just packed the bearings, recheck this adjustment after 500 miles because the adjustment may be off due to some normal displacement of the new grease.

It may be appropriate here to point out that bearing manufacturers recommend that no solvents or gas be used to clean bearings. They recommend that you wipe the grease off and whatever old grease is left in the bearing will be forced out and replaced when the new grease is forced into the bearing. They claim when a bearing is washed that some of the solvent will remain in the hidden recesses of the bearing and will dilute the new grease. I guess one could heat the bearing in your oven to remove the last traces of solvents, but better check with your spouse first. I know better than

to even approach it! I just use solvent, and compressed air and say to hell with their recommendation. I NEVER spin a bearing with compressed air since I'm convinced it'll gall dry bearings.

FRONT WHEEL SEAL REMOVAL

I know this is an old trick, but I'm amazed at how many have never heard of it, so I'll repeat it here. To remove a front wheel's inner bearing and seal without damaging either is simple. Leave the wheel bolted to the brake drum. Remove the axle nut, the washer, and the outer bearing. Then thread the axle nut back on the axle about four turns or so. Grasp the wheel and jerk on it to remove the wheel and drum. It may take several jerks. The wheel and drum will pull off leaving just the inner bearing and seal hanging on the axle. Saves replacing the seal every time. I pack the bearings with Lubriplate #70 grease which is about every 20,000 miles. I know Ford recommends they be packed whenever the brakes are replaced, but I've had problems when I wait that long. I hate to have a bearing weld itself to both the drum and axle at

—continued on page 22

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1960-65 Falcon RH C30Z-6222916-A right\$20.00

C30Z-6222917-A left.....\$20.00

1968-70 Falcon C80Z-5422916-B right.....\$15.00

C80Z-5422917-B left.....\$15.00

1960-61 Falcon 2 & 4 dr sdn trunk lid emblem with chrome bezel C0DB-6443504-A\$75.00

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1962-63 FALCON rear quarter panel letter set. Does 1 side. C2DZ-6240282-SET 25.00set

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1960-63 2dr hrdtp & convert C3DZ-7620530-PR \$100.00pr

1960-63 Falcon license plate light C0DZ-13550-A\$30.00

1964-70 Falcon license plate light C4AZ-13550-A.....\$30.00

Handles

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EL *Falcon* 1960

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dará cuenta de que para obtener la elegancia
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cesario pagar un precio exagerado.

El Falcon es un automóvil económico. Centímetro por cen-
tímetro, usted obtendrá más por su dinero con un Falcon.
Y su bajo precio no es más que el *primer* pago de sus ahorros.

- Hasta 12 km. por litro, con gran potencia y confort para
seis pasajeros.
- La potencia del Falcon proviene de su motor ultra moderno
de seis cilindros, de embolos de carrera corta, que ya ha
probado su adaptabilidad en cualesquiera condiciones. Co-
locado adelante, donde debe estar, para su equilibrio, segu-
ridad y comodidad.
- Espacio para seis pasajeros... con amplitud para sombrer-
os, abrigos, paquetes y equipaje.
- El Falcon es realmente un automóvil experimentado a fonde.
Cada uno de sus detalles ha sido sometido a las pruebas
más rigurosas que se puedan imaginar. Verlo en el salón
de su concesionario Ford.



CON FORD LA MUJER

El Falcon es un automóvil económico. Centímetro por cen-
tímetro, usted obtendrá más por su dinero con un Falcon.
Y su bajo precio no es más que el primer pago de sus ahorros.

Falcon Literature

International Ford History Project



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—Continued on page 22

Tech Tip: Brakes & Suspensions

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60 mph like it did outside Scotts Bluff in 1949. Took a cutting torch to cut, off the drum to save an axle. It was an interesting ride when it froze the wheel solid everything turned left without warning!

SPEEDOMETER ACCURACY

To increase the mph reading, decrease the number of teeth on the plastic speedometer cable drive gear. To decrease the speedometer reading, increase the number of teeth. Ford changes four to five miles per hour for each tooth change. GM changes about two miles per hour for each tooth change.

If the manufacturer does not make the gear you want, you can have a reducer/increaser made at a cost of about \$95 at a speedometer shop. This includes calibration. All speedometers made in the USA conform to SAE standards which is at 1000 rpm of the speedometer cable, the speedometer is to indicate 60 mph. Foreign made speedometers do not conform to the 1000 rpm @ 60 mph SAE standard.

To test the accuracy of your speedometer, you can use the mile markers on the Interstate, or if you don't trust our government, measure your own 5,280 feet and mark it. Record

the time it takes to go through the mile while maintaining one of the following speeds.

SECONDS	56	58	60	62	64	66	68	70	72	74
MPH	63	62	61	58	56	55	53	51	50	49

If your speedometer showed 55 and you took 58 seconds to travel the measured mile, then your speedometer has a 7 mph error. 58 seconds equates to 62 mph which is 7 mph faster than your speedometer indicated. So you'll have to increase the speedometer reading. From the first of this section we know that to increase the speedometer reading, we need to decrease the number of teeth on the speedometer cable drive gear.

Since one tooth equals about four mph, two teeth is as close as we can get. If the existing plastic speedometers drive gear has 20 teeth, then we would have to get an 18 tooth drive gear.

— By Paul Garrigan

Reprinted from The Desert Flyer
Newsletter of the Arizona Chapter FCA
Bill Lind, Editor

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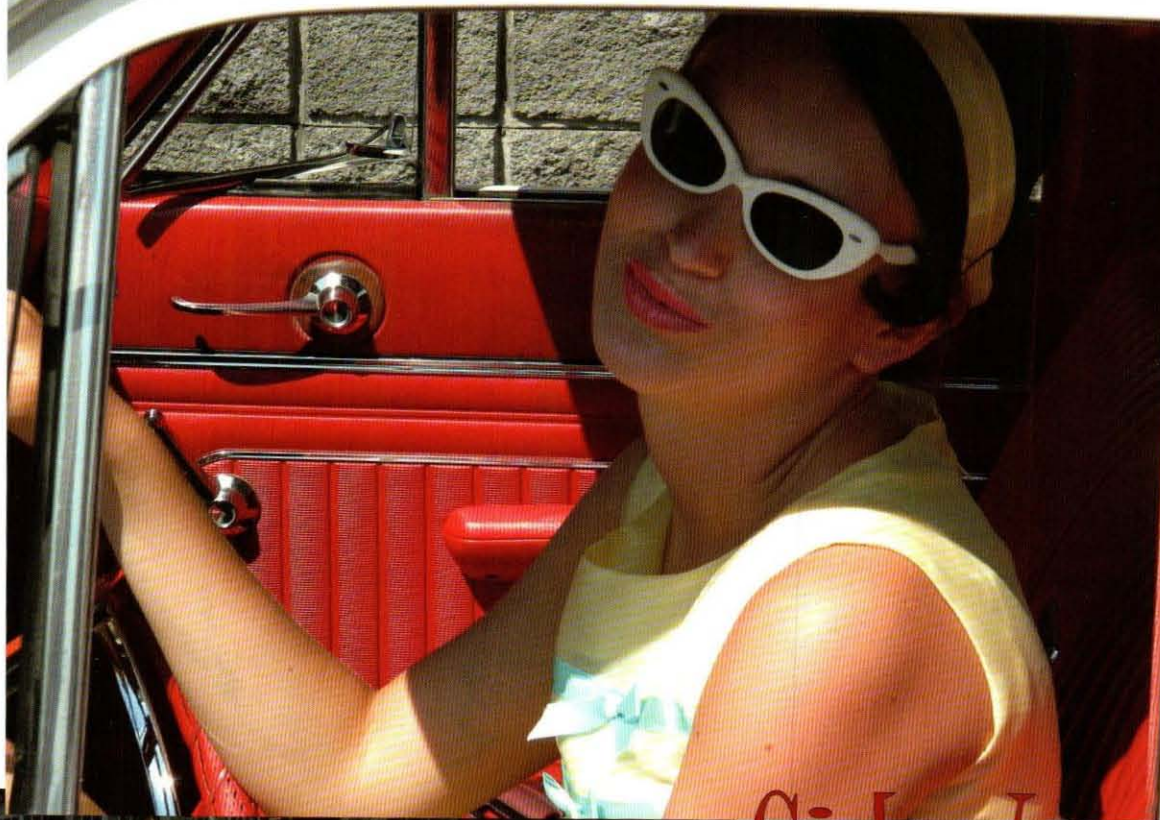
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Gidget

New Member Feature



Gidget

My 1965 Ford Falcon sedan is affectionately named "Gidget." Gidget was my first car and has been a part of my life for over twenty years. She's not just a car, she's a member of the family. Throughout the Spring and Summer months this little car of mine can be found at antique and classic car shows, local cruise nights, at the beach or just out on a road trip. The body type is 54D, the power plant is a 200 cubic inch 6 cylinder motor with a three speed manual transmission.

The girl is Michelle Whittum. She sings in a retro 1960s oldies group called "It's My Party." The group are friends of mine.

—Steven Houde (FCA #14431)
East Syracuse, New York



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Sam Austin

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